



## ***Environmental Planning Commission***

***Agenda Number: 9  
Project Number: 1004677  
Case #'s: 06EPC 00143  
March 16, 2006***

### ***Staff Report***

<b><i>Agent</i></b>	same as applicant
<b><i>Applicant</i></b>	Christopher Calott
<b><i>Request</i></b>	<b>Site Plan for Subdivision</b>
<b><i>Legal Description</i></b>	Tracts 129B1A, 133A1, 133A2, 133B, 134, and 135A, MRGCD Map 38; Tracts A & B, Lands of H.B. and Calvin Horn; Tract A1A, Laguna Subdivision
<b><i>Location</i></b>	on Central Ave. SW between Laguna Blvd. and San Pasquale Ave.
<b><i>Size</i></b>	Approximately 4.5 acres
<b><i>Existing Zoning</i></b>	SU-2 CLD
<b><i>Proposed Zoning</i></b>	NO CHANGE

### ***Staff Recommendation***

***DEFERRAL of 06EPC 00143 for 30 days, based on the findings on pages 22 - 24.***

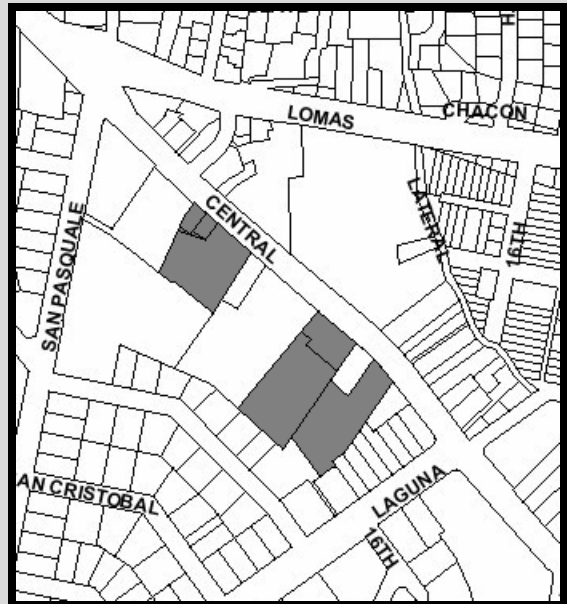
***Staff Planner***

***Carmen Marrone***

### ***Summary of Analysis***

The request involves development and redevelopment of a mix of uses along the City's Route 66 Corridor. The request furthers the City's land use, economic, and transportation goals. The request does not further the City's historic goals.

The site plan has serious deficiencies as listed after the conclusion section of the staff report. In addition, the request involves approval of three variance requests that will be heard after the EPC hearing for this case. Also, the Downtown Neighborhood Association is requesting addition time to fully understand and consider the request since the applicant declined a facilitated meeting. For these reasons, staff is recommending a 30-day deferral to address the conditions of approval, conduct a facilitated meeting, and have action taken on the variance requests.



City Departments and other interested agencies reviewed this application from 2/6/06 to 2/17/06. Agency comments were used in the preparation of this report, and begin on page 26.

## ***Development Services Report***

### ***SUMMARY OF REQUEST***

***Request(s)***     *Site Development Plan – Subdivision*

***Location***        *On the south side of Central Ave., SW, between Laguna Blvd., SW and San Pasquale Ave., SW*

### ***AREA CHARACTERISTICS AND ZONING HISTORY***

#### ***Surrounding zoning, plan designations, and land uses:***

	<b><i>Zoning</i></b>	<b><i>Comprehensive Plan Area; Applicable Rank II &amp; III Plans</i></b>	<b><i>Land Use</i></b>
<b><i>Site</i></b>	SU-2/CLD (Commercial/Low Density Apartment)	<b>Established Urban Area; Huning Castle and Raynolds Addition Sector Dev. Plan; Central Avenue Streetscape Master Plan</b>	partially developed
<b><i>North</i></b>	SU-2/CC (Community Commercial)	Central Urban Area; Downtown Neighborhood Area Sector Development Plan	commercial; office; and Manzano Day School
<b><i>South</i></b>	R-1	Established Urban; Huning Castle & Raynolds S.D.P.	single family residential
<b><i>East</i></b>	SU-2/CLD	same as above	restaurant; body shop; townhomes
<b><i>West</i></b>	SU-2/CLD; SU-2/SU-1	same as above	mixed use development; Alb. Little Theatre

### ***Background, History and Context***

This is a request for approval of a site development plan for subdivision, with associated design guidelines, for approximately 4.5 acres located along Central Avenue SW between Laguna and San Pasqual. The site is zoned SU-2/CLD (Commercial and Low Density Apartment) per the *Huning Castle and Raynolds Addition Neighborhood Sector Development Plan* (HCRSDP).

The request involves four landowners and several properties including the Kelley's Transmission building at the west end of the project (1.3 acres) and the existing Horn Oil Company and Lodge, a flower shop, and a vehicle storage yard at the east end of the project (3.15 acres). The subject properties are separated by Garcia's Restaurant and by Central Paint & Body Shop, two long-

standing and thriving businesses. According to the applicant, the properties are saddled with costly utility deficiencies, overflow storm water, soils and grade issues, and industrial contamination.

The west end of the project involves demolition of the Kelley's Transmission building, which is currently vacant, in order to accommodate 32 individually-platted townhouses, configured as an "urban compound neighborhood with buildings fronting Central Avenue, a courtyard building in the middle, and buildings addressing the open space of the Country Club golf course.

At the east end of the project, the site plan proposes a residential enclave of custom courtyard houses and urban villas on 17 individually-platted lots arranged around a landscaped oval. These homes will be accessed off of Laguna Boulevard. New retail shops and studios are proposed north of the 17-unit subdivision, adjacent to Central Avenue, which will require the demolition of the flower shop and the removal of the vehicle storage yard behind Central Paint & Body. The two Horn Oil Company head buildings facing Central Avenue will be retained and restored and a new commercial building will be constructed behind the westernmost head building. The lodge portion of the Horn Oil Company property will be demolished to accommodate the 17-unit residential subdivision. The service station portion of the Horn Oil Company building currently serves as a bus depot with other spaces rented as specialty stores. The east wing of the building serves as a café and the lodge portion is being rented as apartments. The Horn Oil Company buildings are listed in the State Register of Cultural Properties and the National Register of Historic Places. The Horn Oil Company and Lodge is not a City Landmark and is therefore, not protected from demolition.

In addition to the subject request for a site development plan for subdivision, the applicant is seeking a variance to the 50' setback requirement (required under the current zoning) and is requesting instead, a 15' rear yard setback to coincide with the standard R-1 setbacks. The applicant is also seeking a setback variance from 15' to 10' in certain locations and a variance to the parking requirements to allow less parking than is required on the Horn Oil Company site. The Zoning Hearing Examiner will hear all three variance requests on March 21, 2006. There is neighborhood support for the variance requests.

## ***APPLICABLE PLANS AND POLICIES***

### ***ALBUQUERQUE / BERNALILLO COUNTY COMPREHENSIVE PLAN***

The subject site is located in the area designated Established Urban by the *Comprehensive Plan* with a Goal to "create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment." Applicable policies include:

Policy 5d: The location, intensity and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, or recreational concern.

Policy 5e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

Policy 5h: Higher density housing is most appropriate in the following situations:

- X In areas with excellent access to the major street network.
- X In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.

Policy 5i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Policy 5j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In freestanding retailing and contiguous storefronts along streets in older neighborhoods.

Policy 5l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the plan area.

Policy 5m: Urban and site design which maintains and enhances unique vistas and improves the quality of the visual environment shall be encouraged.

Policy 5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

### ***C. Environmental Protection and Heritage Conservation***

#### ***5. Historic Resources***

Goal: to protect, reuse, or enhance significant historic districts and buildings.

Policy a: Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.

Policy b: Research, evaluation, and protection of historical and cultural properties in the City and County shall be continued.

Policy c: Increase public and inter-agency awareness of historic resources and preservation concerns.

### ***9. Community Identity and Urban Design***

Goal: to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following:

3. Local history
  - Architectural styles and traditions
  - Current and historic significance to Albuquerque

Policy e: Roadway corridors (collectors, arterials, Enhanced Transit and Major Transit) within each community shall be designed and developed to reinforce the community's unique identity.

### ***D. Community Resource Management***

#### ***4. Transportation and Transit:***

Goal: to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy a contains a table that identifies Central Avenue, adjacent to the site, as a Major Transit Corridor. Major Transit Corridors should be designed to optimize public transit and move large numbers of people in a very timely and efficient manner. Major Transit Corridors could have dedicated bus lanes, wide sidewalks, bike lanes, and longer-term possibility of light rail service (Comp. Plan, page I-65). Policy a, Table 11 contains objectives for accomplishing the goal for Major Transit Corridors (pp. II-82-83). Applicable objectives include the following:

#### Street Design:

- Sidewalk: 12' wide sidewalk; as little as 6' where there are unalterable constraints.
- Sidewalk Setback: 4' minimum; may be reduced if wider sidewalk is desirable or should be increased with sufficient right-of-way.

#### Development Form:

- Building Access from Street: provide major entrance from street
- Building Setback: minimum setback; setback to provide landscaping or pedestrian activity areas only.
- Parking Location: separated from the street by the building.
- Parking Reductions: 10% mandatory and up to 25" encouraged; shared parking encouraged.
- Housing Density Targets for New Development: 10-35 du/acre (net)

## **6. Economic Development**

Goal: to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

Policy b: Development of local business enterprises shall be emphasized.

Policy f: The City and County should remove obstacles to sound growth management and economic development throughout the community.

### **CENTRAL AVENUE STREETScape PLAN**

The Central Avenue Streetscape Plan was adopted in 2002 (R-02-24) and is intended to serve as a blueprint to guide the redevelopment of Central Avenue and the streetscape over time. The master plan is a physical design master plan for the area within the Central Avenue public right-of-way and includes recommendations for redevelopment projects that would also be the City's responsibility. The master plan provides guidance for City capital improvements expenditures within the City limits. The master plan was adopted by the City Council to ensure that all future roadway and streetscape projects are consistent with an overall vision for Central Avenue.

The design objective of this plan is to create an attractive corridor that provides for multiple transportation modes. The master plan is conceptual and the actual improvements to be funded and built will be determined at the final design stage. Acquisition of private properties for enhancements will occur if the properties are needed to accomplish the final design and as funding is available. **The goals of the Plan are:**

1. Support regional multi-modal travel. Central Avenue should serve as a link along and across itself. Central Avenue should facilitate use by pedestrians, bicyclists, cruisers, shoppers, and commuters.
2. Support the economic vitality of the region. Central Avenue must serve neighborhoods with centers of commerce and civic activity. Central Avenue should be designed for use beyond daylight hours, where appropriate. Mixed uses of housing, office and retail development will stimulate the public use of the street.
3. Support public social contact. Central Avenue must be a place where residents and business owners alike can have a sense of ownership and pride. Any redevelopment along Central Avenue should consider neighborhoods and their activities comprehensively.
4. Provide orientation and identity to the region. The street, along with its neighborhoods, must represent the heritage of the area. Historic preservation and promotion will be key elements of design themes.

**Specific design objectives** for the stretch of Central Avenue between 8<sup>th</sup> Street and Lomas Boulevard are listed on page 3.1 of the Plan. These are:

1. Slow vehicular traffic on Central Avenue. On-street parking shall be provided where possible on both sides of the street.
2. Widen sidewalk areas where possible, depending on the right-of-way.
3. Add pedestrian amenities and street trees where possible to create a formal, urban ambiance.
4. Add bike lanes to the street section.
5. Reduce or consolidate excess curb cuts and driveways.

### ***HUNING CASTLE AND RAYNOLDS ADDITION NEIGHBORHOOD SECTOR PLAN***

The Huning Castle and Raynolds Addition Sector Development Plan is a rank-three plan adopted in January 1981. The Plan generally encompasses properties south of Central Avenue between 8<sup>th</sup> Street and the Rio Grande. The Rio Grande also serves as the southern boundary of the plan area. The plan outlines strategies for maintaining the area's special qualities, including varied architectural styles, mature landscaping, and neighborhood scale. Goals, objectives and recommendations applicable to this request are:

#### ***Land Use and Zoning***

Objective A.2: Evaluate development on Central Avenue to encourage mixed use, neighborhood oriented development.

Objective A.3: Use zoning to stabilize the residential character of the plan area and to enhance the positive aspects of the area, including its distinctive architecture, pleasant landscaping, and human scale.

#### ***Social Services***

Objective A.2: Reduce crime in the area.

Objective A.4: Improve the quality of rental property in the area.

#### ***Housing and Neighborhood Maintenance***

Objective A.1: Improve the overall appearance of the area.

#### ***Economic Development***

Objective A.1: Stabilize and upgrade existing businesses.

Objective A.2: Encourage new neighborhood oriented commercial development.

#### ***Historic Preservation***

Objective A.1: Preserve structures of historic significance.

The Zoning Map on page 15 of the Plan shows the zoning on the subject properties to be CLD. The intent of this zoning is to provide a mix of commercial and residential uses while minimizing negative impacts of development on the existing neighborhood. Height, setback, density, and landscaping guidelines, provided on pp. 17-19 are intended to insure that new development will be in scale with existing development on Central Avenue and have a minimum impact on the adjacent neighborhood.

In the Historic Preservation chapter of the plan (Chapter VIII, pg. 33), there are details about the importance of recognizing and valuing historically significant properties within the area. The details include ways in which owners of such properties may qualify for tax benefits in order to maintain and rehabilitate historic properties. The historic registration of the Horn Oil company buildings makes state and federal tax credits available for its rehabilitation.

### ***Long Range Roadway System***

The Long Range Roadway System designates Central Avenue as a Principal Arterial, with a right-of-way of 124'.

### ***Public Facilities/Community Services***

The subject site is served by the Gerald Cline Police Substation at the corner of Central and Rio Grande and a Fire Station to the south on Tingley Drive.

There are several large-scale parks within ½ mile of the site including, Tiguex Park to the north, Kit Carson Park to the south, and Tingley Beach to the west.

The #766 Rapid Ride and the #66 Central routes run along Central, adjacent to the site.

The proposed development will affect Lew Wallace Elementary, Washington Middle School, and Albuquerque High School. All three schools have the capacity to absorb any student growth generated from the proposed development.



## **ANALYSIS**

### ***Conformance to Adopted Plans, Policies, and Ordinances***

#### ***Comprehensive Plan***

The proposed site plan furthers the Established Urban goals of the Comprehensive Plan by providing a mixture of residential, office and commercial uses that offers variety and choice in housing, transportation, work areas, and life styles while contributing to the identity of Central Avenue, aka Route 66. The request supports the City's land use goals to rehabilitate and revitalize the area, per *Policy 5o*, and to support economic vitality of the region. The request respects neighborhood values by providing low-density residential development adjacent to existing residential homes and more intense development along Central Avenue per *Policies 5d and 5e*. High quality and compatible design will be encouraged through the associated design guidelines, which will also help to maintain the character of the area (*Policies 5l and 5m*).

The request furthers the City's Transportation and Transit goals by providing higher density housing and contiguous storefronts in close proximity to Central Avenue, a Major Transit Corridor that offers multi-modal transportation options (*Policies 5h and 5j*). The site plan facilitates use by pedestrians, bicyclists, shoppers, and commuters by providing wide sidewalks, street trees, on-street parking and limited off-street parking (*Transportation & Transit Policy a*).

The request furthers the City's economic goals to achieve diversified economic development balanced with other important social, cultural, and environmental goals. Development of the shops, studios and live-work units will encourage development of local business enterprises that will serve the surrounding neighborhoods and will help stabilize and upgrade existing businesses (*Economic Development Policies a and b*). In addition, the proposed employment and service uses will be located along Central Avenue to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments (*Land Use Policy 5i*).

The Horn Oil Company buildings, proposed as the Motor Court, are listed in the State Register of Cultural Properties and the National Register of Historic Places and are considered significant for architectural and transportation reasons. The complex is not a City Landmark nor is it within a historic zone.

*Note:* *The property owner submitted a letter dated February 21, 2006 claiming the historic registration of the Horn Oil Company buildings was done without his knowledge or consent. The Registration Form (attached) states that the property owner was "interested in preserving the integrity [of the building] as he redevelops it" (Section 7, page 6).*

The Horn Oil Company buildings are unique because they combine two historic property types, a service station and a tourist court, on one property. The Moderne Style gas station fronting the Pueblo Revival tourist court offered motorists two architectural styles closely associated with commercial roadside buildings of the era. The former served to identify many service stations in the 1940's and early 1950's. The site plan proposes to maintain and rehabilitate the service station and to demolish the tourist court. The applicant's agent claims that demolition of the entire court is necessary in order to make the project financially feasible. The applicant's agent

also claims that the tourist court is in poor condition and has been inconsistently remodeled over the years so that it no longer functions in a manner that supports the original historic use. Police records from 2/21/05 to 2/21/06, indicate that the Horn Oil Company property has attracted over 225 disturbance calls for such things as murder, stabbings, aggravated assaults, drug dealing and sex offenses. The current property owner, the Huning Castle Neighborhood Association, and adjacent businesses are in support of the demolition of the tourist court.

The proposal to demolish the entire tourist court of the Horn Oil Co. building may be in conflict with the *Comprehensive Plan's Historic Resources* goal to protect, reuse, or enhance significant historic buildings and the *Community Identity and Urban Design* goal to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque sub-areas, particularly roadway corridors that reinforce the community's unique identity, such as Route 66 (*Policy e*). In addition, demolition of the entire tourist court may jeopardize the building's registration status and may be in violation of the Secretary of the Interior's Standards for Rehabilitation of significant buildings.

In order to preserve the Horn Oil Company building's historic integrity, architectural character, and state and federal registration, the site plan should be amended to preserve a portion of the front motel units that form a court. This will require the elimination of the new commercial building in the Motor Court and one residential lot in the Villas.

### ***Central Avenue Streetscape Master Plan***

The Central Avenue Streetscape Plan is intended to serve as a blueprint to guide the redevelopment of properties along Central Avenue and the streetscape. The request furthers the goals of the Plan by providing a mix of uses that will help support regional multi-modal travel. Mixed uses of housing, office and retail development along Central Avenue will help stimulate the public use of the street (social interaction) and will assist in boosting the economic vitality of the region. In addition, the site development plan furthers the design objectives of the Streetscape Plan by providing wide sidewalks, street trees, housing, and storefronts along Central Avenue. There is opportunity to provide on-street parking on Central Avenue in front of the Lofts and in front of the Motor Court. Every effort should be made to provide such parking.

One of the primary objectives of the Central Avenue Streetscape Plan is to provide identity to the region. The street, along with the buildings, should represent the heritage of the area. Historic preservation and promotion are key elements of design themes. The site plan mostly accomplishes this objective through the Architectural Design Guidelines provided and through the preservation and rehabilitation of the Horn Oil Company service station. The architectural design of the new buildings will recall the Mediterranean Revival style, which is prevalent in the Country Club neighborhood and the Route 66-inspired Moderne style found on Central Avenue. Demolition of the travel court however, is in conflict with the historic objective to preserve and promote historic elements along Central Avenue. The travel court, in combination with the service station, provides a good example of the golden age of tourism along Route 66. Demolition of the travel court may threaten this historic identity.

### ***Huning Castle and Raynolds Addition Sector Development Plan***

The subject properties are zoned SU-2/CLD per the Huning Castle and Raynolds Addition Sector Development Plan (HCRSDP). The purpose of this zone is to provide a mix of commercial and residential uses adjacent to Central Avenue while minimizing negative impacts of development on the existing neighborhood to the south. The request accomplishes this goal by providing low-density residential development adjacent to existing residential homes and more intense development along Central Avenue. Redevelopment of the properties will achieve several objectives of the HCRSDP: reduce crime in the area; improve the quality of rental property in the area; improve the overall appearance of the area; stabilize and upgrade existing businesses; and encourage new neighborhood oriented commercial development (*Social Services, Housing and Neighborhood Maintenance, and Economic Development objectives*). In addition, the request will further the *Land Use and Zoning objectives* by encouraging mixed use, neighborhood oriented development and by providing Design Guidelines that will help preserve the area's distinctive architecture, pleasant landscaping, and human scale.

In the Historic Preservation chapter of the plan (Chapter VIII, pg. 33), there are details about the importance of recognizing and valuing historically significant properties within the area. Historic Preservation Objective A.1 calls for the preservation of structures of historic significance. One way to preserve such structures is by qualifying them for tax benefits. The historic registration of the Horn Oil company buildings makes state and federal tax credits available for its rehabilitation. However, even with this designation, the applicant claims that restoration of the entire Horn Oil Company site is economically unfeasible.

The HCRSDP requires EPC review and approval of a Site Development Plan and Landscaping Plan for new development on any site in the SU-2/CLD zone (p.18, #9). The Planning Commission may delegate approval of these plans to the Planning Director or his designee. In this case, the applicant is seeking approval of a site development plan for subdivision (SPS). The SPS includes a landscape plan, conceptual grading, drainage, and utility plan, and design guidelines. If the EPC approves the current request, the applicant will then proceed to the DRB for final sign-off of the SPS, and then to building permit. Staff is confident that the submitted material, including the design guidelines, will assure quality development on the sites. However, considering the historic significance of the Horn Oil Company site, staff recommends that at the very least, the Planning Commission delegate approval of the building elevations on this site to the Planning Director prior to proceeding to building permit per Provision 9.b, page 18 of the HCRSDP.

### ***Zoning***

The site is zoned SU-2/CLD (Commercial and Low Density Apartment) per the Huning Castle and Raynolds Addition Sector Development Plan. The site plan proposes a mixture of low, medium and high-density residential uses, live/work units, studios, office and retail uses. These uses are all permissive under the current zoning. The site plan also meets the height, density, landscaping, open space and signage requirements of the current zone.

The request does not meet the setback requirements of the HCRSDP. The applicant has requested two variances to the setback requirements, which will be heard by the Zoning Hearing Examiner (ZHE) on March 21, 2006. Ideally, it is preferable that variance requests be heard and acted upon prior to submitting a request for site plan approval.

The maximum F.A.R. allowed is .61. The F.A.R. is figured incorrectly on the site plan since building sizes are not included on the site plan. The F.A.R. should be figured for each parcel and then averaged out. On March 3, 2006, the applicant submitted a list of residential building sizes, which according to staff's calculations, appear to conform to the .61 F.A.R. requirement. The site plan should be amended to include the F.A.R. for each parcel and an overall F.A.R. Also, residential building sizes should be included to determine the correct F.A.R. In addition, the "Density" statements under "Commercial Buildings" and under "Residential" should be deleted.

The request does not meet the off-street parking requirements of the HCRSDP. Parking at the Horn Oil Company site is deficient. The applicant has requested a parking variance in conjunction with the setback variances. All three variances will be heard by the ZHE on March 21, 2006.

The site plan indicates that the useable open space requirement of the HCRSDP will be met, however, the site plan does not indicate where and how much open space will be provided. The Design Guidelines should also address usable open space.

#### ***Site Plan Layout / Configuration***

The site plan proposes 17 courtyard houses/villas accessed from Laguna Blvd, 32 loft-style townhouses at the west end of the project, and approximately 11,000 sq. ft. of new commercial buildings, including 3771 sq. ft. of studio/office space. Also proposed is the rehabilitation of a portion of the historic Horn Oil Company building and demolition of the tourist court. The legal description of the affected properties is incorrect. All Sheets shall be corrected as follows: Parcel 1 includes Tracts 133A1, 133A2, 133B, 134, and 135A, MRGCD Map 38; Parcel 2 includes Tracts 129B1A, MRGCD Map 38, Tracts A & B Lands of H.B. and Calvin Horn, and Tract A1A, Laguna Subdivision.

The courtyard homes and villas will be accessed from Laguna Boulevard via a tree-lined street. The homes are arranged around a tree-lined oval, covered in brick pavers. The street and the oval will be held in common ownership. The Design Guidelines should include language pertaining to the common ownership of the landscaped oval, access easements, and internal streets and maintenance responsibility of these commonly held features. The courtyard homes and villas will range between 2,000 and 3,800 square feet in size. Two-car garages will be provided for each unit. A 15' wide pedestrian access easement with a 4 ½ foot wide sidewalk is proposed along the side yard of Lot 7 to provide access to the studios and shops. The easement is approximately 125' in length with a 7' high wall along the east side and a possible wall along the west side. This pedestrian access may pose safety, nuisance, liability and maintenance issues for the owner of Lot 7 and may pose a daunting situation for pedestrians who will have to walk along a long, walled corridor. The cost of providing the access easement outweighs the benefit that would be provided for the residents of the 17-unit subdivision. Removing the access

easement will not greatly inconvenience those residents wishing to gain access to commercial development along Central. It would require walking up Laguna Boulevard to Central Avenue, a distance of approximately 250 feet. Staff recommends that the 125' access easement be removed.

The 32-unit townhouse/loft development at the west end of the project will be accessed from Central Avenue. The lofts facing Central and facing the Golf Course will be approximately 1700 sf in size and will include two-car garages. The courtyard buildings in the middle will be approximately 920 sf and will include a one-car garage. Additional surface parking is provided at the east and west ends of the complex for visitors. The courtyard units are arranged around a common landscaped area. This landscaped area is accessible from the street via a 10-foot wide private access easement. The site plan does not indicate how this access easement will be treated. At a minimum, it should be treated with paving or crusher fine to facilitate pedestrian access. It is unclear why the lots in the townhouse portion of the project begin with the number 20 instead of one (1). The lot numbering should be corrected.

The site plan also proposes 4065 sf of retail shops fronting Central with three two-story studio units behind the shops. The studios will total 3471 sf. This complex will be accessed from Central and will provide parking on-site. It is unclear how the studios will function. Sheet A.1 places the studios under the category of "commercial buildings", however discussions with the agent indicate these buildings will function as offices. The precise use of the studios needs to be indicated on the site plan to determine the correct parking calculations.

In a letter dated 1/27/06, the applicant requests that the site plan be amended to include four residential units, above the proposed shops. A revised site plan should be submitted indicating the newly proposed residential units. The new residential units will require revisions to the parking and open space calculations. In the letter dated 1/27/06, the agent indicates that new height restriction of 36' will be necessary, with the provision for 46' at the northeast corner of the building to accommodate signage fronting Central Avenue. This language should replace the current design language on Sheet A.4 under building heights. Also, in order to provide psychological relief to the residential tenants, each unit should include a protruding balcony that can be utilized by the tenant.

The site plan includes the historic Horn Oil Company buildings located between Garcia's Restaurant and Central Paint & Body Shop. The site plan proposes to maintain and rehabilitate the front "head" buildings and to demolish the tourist court. A new 3292 sf building is proposed behind the head buildings. According to the applicant, the new building will house retail and office uses. As stated earlier in the staff report, the entire Horn Oil Company complex is listed in the State and National Register of Historic Places. According to the City's Historic Preservation Planner, the removal of the tourist court will jeopardize the building's registration status. However, considering the nuisance created by the tourist court and the need for stabilization and revitalization of the area, staff recommends a compromise – that the front portion of the tourist court be kept intact and utilized as office or other space.

#### ***Walls/Fences***

According to the Design Guidelines, all walls will comply with the City's Wall Design Guidelines. This should be changed to "The City's Design Regulations for Walls, Fences and Retaining Walls, Section 14-16-3-19 of the Zoning Code". Perimeter walls are proposed at the west and north edges of the courtyard and the villa lots on Parcel 2 to separate existing and proposed commercial development from the residential development. The wall height on Sheet A.3 (6') is not consistent with the Design Guideline I.2 (8'). This should be rectified. The site plan should also indicate existing perimeter walls and their height.

Design Guideline I.3 indicates 7' high perimeter walls on Parcel 1; however, these walls are not shown on Sheet A.2. This needs to be clarified. Three to six foot high cmu yard walls are at the rear of each of the loft units and 5' high retaining walls are proposed along Central Avenue. The retaining walls will be 5' high from the existing grade. The upper portion of the retaining walls should be converted to wrought-iron fencing or include at least one window type opening per lot to create a more pleasant pedestrian atmosphere on Central Avenue.

### ***Parking***

The HCRSDP requires off-street parking to be in accordance with the Zoning Code Regulations. Two-car garages and driveways will be provided for each of the residential units with the exception of the courtyard buildings in between the lofts at the west end of the project. One-car garages will be provided for these units. Additional parking is provided on Parcel 1 at the west and east ends of the site. This parking will be surfaced in crusher fine.

Parking at the Horn Oil Company site is deficient. There are currently 17 parking spaces in front of the head buildings. Parking for the two head buildings can remain constant since the buildings were constructed before 1965. The new retail/office building behind the head buildings will require 15 parking spaces. The site plan provides 6 new spaces in front of the new building. An additional four on-street parking spaces could be provided adjacent to the property, on Central Avenue for a total of 10 parking spaces provided. The applicant is requesting a variance to the parking requirement, however, if the EPC agrees with staff's recommendation to retain a portion of the tourist court for commercial or office uses, there will be no need for a parking variance.

Thirty three (33) parking spaces are provided for the retail shops and studios. The parking required for this complex depends on the ultimate use of the studios. If the studios are used for commercial uses, the parking required is 32 spaces. This includes a 15% transit credit for providing a bus shelter immediately east of the site. If the studios are used as office space, then the parking required is 30 spaces. According to the agent, the residential units above the shops will be approximately 800 sf in size and will only require one parking space each. Staff strongly recommends that the studios be used as office space or as live/work units to accommodate shared parking on the site.

The Design Guidelines do not address parking. A new section should be added regarding parking. The new parking design guidelines should state the following:

1. Parking along Central Avenue will be placed to the rear or side of all new buildings.

2. On-street parking is allowed on Central Avenue in front of the Motor Court and in front of the Central Lofts. Every effort shall be made to utilize this on-street parking.
3. Shared parking between the Studios, Shops and Residential Units shall be strongly encouraged.

***Pedestrian and Bicycle Access and Circulation, Transit Access***

Ten foot wide sidewalks exist along Central Avenue, adjacent to the sites. Additional sidewalks are provided to connect the public sidewalk along Central to the buildings. All buildings are connected to each other via 4 to 8 foot wide sidewalks. A 4 ½ foot wide sidewalk will be installed along the south side of the private access easement from Laguna Boulevard to Lots 6. This sidewalk should continue in front of Lots 11-17.

Design Guideline H.2 should be deleted since it refers to the 15' wide access easement adjacent to Lot 7 of the Courtyard Lots. As previously mentioned, staff recommends that public access through Lot 7 be eliminated.

Four bicycle parking spaces are provided between the shops and the studios as required.

The #766 Rapid Ride and the #66 Central routes run along Central, adjacent to the site. Transit requests that the applicant install a shelter and associated bench and trash can for the stop that is immediately east of the retail shops and studios.

***Lighting and Security***

The Lighting Design Guidelines (J) state that all site lighting will conform with the City's lighting standards. Site lighting will be a maximum of 12' in height and will be shielded. An illustration of the pole-mounted lighting is provided on Sheet A.2. Four foot high bollard lighting is proposed along the 15' wide access easement adjacent to Lot 7. Staff is recommending that this access be eliminated; therefore all reference to this bollard lighting should be deleted. This includes Note 18 on Sheet A.3 and the illustration on Sheet A.2. Wall mounted lighting will also be provided along the front façade of the studios, along the side and rear facades of the retail shops, and along the front facades of the Motor Court buildings.

***Landscaping***

Landscaping Plans are provided on Sheets L.1 and L.1.2. Flowering Pear trees will be provided along Central Avenue spaced at 20' on center. The spacing of these trees is appropriate given that the average spread of the trees is 15'. Flowering Pear trees are also provided along the southern boundary of the Parcel 1 (the lofts) and in the visitor parking area and within the internal courtyard. A second species of shade tree should be introduced in Parcel 1 for variety and to prevent infestation of a single species of tree. In addition to the Pear trees, Parcel 1 provides a variety of drought tolerant shrubs. The layout indicates that sod is provided in the central courtyard; however the landscape calculations indicate that no sod will be provided. Either the plan is incorrect or the calculations are incorrect.

A landscape note states that the final landscaping layout and design will be determined upon receipt of the final grading plan. This note should be deleted since the landscaping plan provided is the final approved plan.

Landscape calculations are broken out by commercial and residential uses. These calculation will have to be revised since the numbers for the lot area and the buildings are incorrect (see Conditions 5, 7, 14, and 15).

Along with Flowering Pear trees, Crabapple and Desert Willow trees are provided on Parcel 2. The Crabapple trees line the entrance from Laguna Boulevard and will be spaced 15' on center. Three Desert Willow trees will be provided in the shops/studios parking lot and three more will be provided in the Motor Court parking lot. Flowering Pear trees will be provided around the Central Paint and Body Shop, spaced 15' on center. Pear trees should also be provided along the western boundary of the Paint and Body Shop, adjacent to the residential lot. The Pear trees and landscaping along the 15' access easement adjacent to Lot 7 should be eliminated since staff is recommending that the access easement be deleted.

No trees or vegetation is indicated in the front yards of the residential lots. This presents a very stark streetscape. With the exception of the lots facing the "oval", some form of landscaping and/or tree should be provided in front of Lots 1-3 and 7-10 of the Courtyard Lots and in front of the Central and Fairway Lofts.

### ***Solid Waste***

Design Guideline "L" discusses methods for disposing solid waste. Each house on Lots 1-17 of the Courtyard/Villas will have a storage area for residential carts, not to be visible from the main road leading into the subdivision. Design Guideline L.2 states that a dumpster will be located in the Shops/Studio area. The site plan also indicates that dumpsters are provided at the Motor Court and at the Lofts. Design Guideline L.2 should be amended to include these dumpsters. Dumpster enclosure details are provided on Sheet A.2. The enclosures will be 6' high cmu walls with stucco on three sides and steel sheathing on the fourth side.

### ***Grading, Drainage, Utility Plans***

Conceptual grading, drainage, and utility plans are provided with the submittal. Parcels 1 and 2 are fairly flat and will require minimal grading. Existing low areas provide on-site ponding with excess flow discharged to Central Avenue. No off-site flow enters the property. The Utility Plans are conceptually acceptable but will need some modifications, including dedication of additional easement area.

### ***Architecture***

Architectural Design Guidelines are provided on Sheets A.4. The first paragraph states the buildings will be in compliance with the proposed Design Guidelines. This paragraph should also include language stating that all non-residential buildings will comply with the Building and Site Design Regulations of the Zoning Code, Section 14-16-3-18. Buildings will either be designed in a Mediterranean Revival style to reflect the Country Club neighborhood, or in a Route 66 inspired Moderne style, historically found on Central Avenue, or a hybrid of each.



Illustrations of the Mediterranean Revival style are found on Sheet A.6. The Courtyard Lots 1-10 will employ Mediterranean Revival Style characteristics, similar to those found in the adjacent Country Club neighborhood. Lots 11-17, on the same street, will employ either Mediterranean Revival or Moderne or a hybrid of each. To be consistent with the adjacent Country Club neighborhood and Lots 1-10, buildings on Lots 11-17 should employ Mediterranean Revival Style characteristics.

The tourist court on the Horn Oil Company site is designed in a Pueblo Revival Style with brown stucco finish on the walls, vigas, lintels over doors, and wood posts with corbels framing the garages. Garage units are further marked by slight recesses in the façade and a slight stepping of the parapet. This same style of building can be found along Central Avenue, near the site.

No mention of the style of the new commercial building behind the Horn Oil Company head buildings. If the EPC approves the demolition of the tourist court and allows construction of the proposed commercial building, it should employ Moderne features to be compatible with the head buildings.

The studios, shops and lofts will be designed in either Mediterranean Revival Style or Moderne Style or a hybrid of each. In addition to these styles, the Design Guidelines should also include Pueblo Revival Style, which is compatible with surrounding buildings along Central Avenue.

### ***Signage***

At a maximum, signs are regulated per the C-1 zone in the Zoning Code. A note to this effect should be provided under the Signage Design Guidelines (K). Design Guidelines K.1 and K.2 state that "entry signage shall be incorporated into the landscaping". It is not clear what is meant by this language since no signage details are provided. The existing freestanding "Mexico Lindo" sign at the Motor Court will be replaced to reflect its new use but will remain in its same location.

### ***Concerns of Reviewing Agencies / Pre-Hearing Discussion***

In addition to the agency comments provided at the end of this staff report, Ed Boles, Historic Preservation Planner with the Planning Department comments that the current site plan seems inconsistent with policies in Rank One and Rank Three plans due to its proposed removal of a large part of the Horn Oil Company buildings, a historic resource of local significance. Mr. Boles goes on to say that demolition of the Horn Oil Company tourist court threatens the historic integrity, architectural character and state and federal registration of the Horn Oil Company buildings.

### ***Neighborhood Concerns***

The applicant notified and met with the Downtown and Huning Castle Neighborhood Associations regarding this request. A facilitated meeting was recommended by the City and requested by the Downtown Neighborhood Association (DNA), however the applicant declined such a meeting (see the attached letter from DNA). The DNA requests additional time to fully understand and consider the request. On the other hand, the applicant has been working very closely with the Huning Castle Neighborhood since they will be more closely affected by the

request. The Huning Castle Neighborhood is in support of the request, with certain conditions as listed in their letter dated March 2, 2006.

Letters of support have been received from the head of Manzano Day School, located across Central Avenue and from adjacent residents.

### ***Conclusions***

This is a request for approval of a site plan for subdivision, with associated design guidelines, for approximately 4.5 acres located along Central Avenue between Laguna and San Pasqual SW. The purpose of the request is to develop 17 courtyard houses, 32 loft-style townhouses and approximately 11,000 sq. ft. of new commercial buildings, including 3771 square feet of studio/office space. Also proposed is the rehabilitation of a portion of the historic Horn Oil Company building and demolition of the tourist court.

The subject properties are all zoned SU-2/CLD (Commercial and Low Density Apartment) per the *Huning Castle and Reynolds Addition Neighborhood Sector Development Plan* (HCRSDP). The proposed uses are in compliance with the current zoning.

The request furthers the City's Land Use goals to rehabilitate older neighborhoods and support economic vitality of the region. The request furthers the City's Transportation goal to develop corridors, both streets and adjacent land uses that provide a balanced circulation system through efficient placement of employment and services, and encouragement of multi-modal travel. The request furthers the City's Economic goal to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

The request furthers the goals of the *Central Avenue Streetscape Plan* by providing a mix of uses that will assist in boosting the economic vitality of the region and that will help support regional multi-modal travel.

The request also furthers the objectives of the Huning Castle and Reynolds Sector Development Plan by providing a mix of commercial and residential uses adjacent to Central Avenue while minimizing negative impacts of development on the existing neighborhood to the south.

The request is in conflict with the City's Historic goals to conserve and preserve vintage and historic buildings and other features that convey the history of Route 66. The Horn Oil Company buildings combine two historic property types, a service station and a tourist court, on one property. The buildings are listed in the State Register of Cultural Properties and the National Register of Historic Places. The Horn Oil Company buildings are not a City Landmark and are therefore, not protected from demolition. Demolition of the tourist court will jeopardize the building's registration status. The City's Historic Preservation Planner comments that the entire Horn Oil Company complex is worthy of preservation while the applicant claims this is not feasible for economic reasons. The EPC has full discretion regarding the Horn Oil Company buildings. As a compromise, staff recommends that the site plan be amended to preserve a portion of the front motel units that form a court.

The site plan has serious deficiencies as listed below. In addition, the request involves approval of three variance requests that will be heard after the EPC hearing for this case. Also, the

Downtown Neighborhood Association is requesting addition time to fully understand and consider the request since the applicant declined to participate in a facilitated meeting. For these reasons, staff is recommending a 30-day deferral to address the conditions of approval, conduct a facilitated meeting, and have action taken on the variance requests.

***Site Development Plan Deficiencies and Potential Conditions of Approval***

1. Approval of the site plan for subdivision is contingent on ZHE approval of three variance requests.
2. All building plans related to the Horn Oil Company site shall be reviewed and approved by the Planning Director prior to building permit.
3. The legal description on all Sheets shall be corrected as follows: Parcel 1 includes Tracts 133A1, 133A2, 133B, 134, and 135A, MRGCD Map 38; Parcel 2 includes Tracts 129B1A, MRGCD Map 38, Tracts A & B Lands of H.B. and Calvin Horn, and Tract A1A, Laguna Subdivision.
4. The area of Parcel 1 is 1.3 acres which equals 56, 628 square feet. The site plan incorrectly calculates the square footage to be 57,014. All references to 57,014 sq. ft. on Parcel 1 shall be corrected to reflect the correct number.
5. The F.A.R. shall be figured for each parcel and then averaged out. This requires revisions to Sheet A.1. The F.A.R. for Parcel 1 is .76. The F.A.R. for Parcel 2 is .44. The overall F.A.R. is .60. The "Density" statements under "Commercial Buildings" and under "Residential" shall be deleted.
6. Provide residential building sizes on Sheet A.1.
7. The site plan shall indicate where and how much open space will be provided. The Design Guidelines shall address usable open space, how and where it will be provided.
8. The Design Guidelines shall include language pertaining to the common ownership of the landscaped oval, access easements, and internal streets and maintenance responsibility of these commonly held features.
9. Remove the 125' long access easement adjacent to Lot 7 in the courtyard lots.
10. The lot numbering on the loft-style townhouses shall be corrected to begin with the number 1. Also, amend the Design Guidelines to correspond to the correct numbering of the lots.
11. At a minimum, the private access easement at the courtyard buildings shall be treated with paving or crusher fine to facilitate pedestrian access.

12. The precise use of the studios shall be indicated on the site plan to determine the correct parking calculations.
13. The building calculations for the studios do not add up. According to Sheet A.1, the first floor of the studios is 1803 sf and the second floor is 1668 sf, which adds up to 3471 sf not 3771 sf.
14. A revised site plan shall be submitted indicating the newly proposed residential units above the shops. The new residential units will require revisions to the parking and open space calculations and revisions to the Design Guidelines.
15. The residential units above the shops shall include a protruding balcony that can be utilized by the tenant.
16. Replace the building height language on Sheet A.4 for the shops to reflect a new height restriction of 36', with the provision for 46' at the northeast corner of the building to accommodate signage fronting Central Avenue.
17. The front portion of the tourist court shall be kept intact and utilized as office or other space.
18. Revise Design Guideline I.1 to refer to the General Height and Design Regulations for Walls, Fences, and Retaining Walls, Section 14-16-3-19 of the Zoning Code.
19. Indicate all existing perimeter walls and their height.
20. The wall height on the Sheet A.3 (6') is not consistent with the Design Guideline I.2 (8'). This needs to be corrected.
21. Indicate whether perimeter walls will be provided on Parcel 1.
22. The upper portion of the retaining walls on Parcel 1 shall be converted to wrought iron fencing or include at least one window type opening per lot.
23. A new Design Guideline section shall be added regarding parking. The new parking design guidelines shall state the following:
  - a. Parking along Central Avenue will be placed to the rear or side of all new buildings.
  - b. On-street parking is allowed on Central Avenue in front of the Motor Court and in front of the Central Lofts. Every effort shall be made to utilize this on-street parking.
  - c. Shared parking between the Studios, Shops and Residential Units shall be strongly encouraged.
24. A 4' wide sidewalk shall be provided in front of Lots 11-17 of the Villas.

25. Delete Design Guideline H.2 since it refers to the 15' wide access easement adjacent to Lot 7 of the Courtyard Lots.
26. All reference to bollard lighting shall be deleted. This includes Note 18 on Sheet A.3 and the illustration on Sheet A.2.
27. A second species of shade tree shall be introduced on Parcel 1 for variety and to prevent infestation of a single species of tree.
28. The Landscape Plan layout indicates that sod will be provided in the central courtyard; however the landscape calculations indicate that no sod will be provided. One or the other needs to be corrected.
29. A landscape note states that the final landscaping layout and design will be determined upon receipt of the final grading plan. This note shall be deleted since the landscaping plan provided is the final approved plan.
30. The landscape calculation will have to be revised since the numbers for the lot area and the buildings are incorrect (see Conditions 5, 7, 14, and 15).
31. Pear trees shall be provided along the western boundary of the Paint and Body Shop, adjacent to the residential lot. The Pear trees and landscaping along the 15' access easement adjacent to Lot 7 shall be eliminated since staff is recommending that the access easement be deleted.
32. Some form of landscaping and/or tree shall be provided in front of Lots 1-3 and 7-10 of the Courtyard Lots and in front of the Central and Fairway Lofts.
33. Design Guideline L.2 shall be amended to include dumpsters at the Motor Court and the Lofts.
34. The Signage Design Guidelines (K) shall include a note stating, "At a maximum, signs are regulated per the C-1 zone in the Zoning Code".
35. Provide further details regarding Design Guidelines K.1 and K.2 that state "entry signage shall be incorporated into the landscaping".
36. The first paragraph on Sheet A.4 shall include language stating that all non-residential buildings will comply with the Building and Site Design Regulations of the Zoning Code, Section 14-16-3-18.
37. To be consistent with the adjacent Country Club neighborhood, buildings on Lots 11-17 shall employ Mediterranean Revival Style characteristics.
38. If the EPC approves the demolition of the tourist court and allows construction of the proposed commercial building, it should employ Moderne features to be compatible with the head buildings.

39. The Design Guidelines shall include Pueblo Revival Style, as described under the Architecture section of this staff report, for the shops, the studios and the lofts.
40. Provide three Solid Waste enclosures or roll-off compactor.
41. The site plan shall address the Fire Department's comments.
42. Provide a transit shelter and associated bench and trash can at the east end of the project, just to the east of Lot 18. The shelter will be located on the landscaped area adjacent to the driveway and will require a public access easement to accommodate the shelter.
43. **CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT, WATER AUTHORITY and NMDOT:**
  - a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for subdivision. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
  - b. Internal streets will need to meet DPM standards for P2 designated lots (i.e. street widths, r.o.w., sidewalks, etc.).
  - c. Platting must be a concurrent DRB action.
  - d. *Unless otherwise approved by the Traffic Engineer, the following applies (Central is a principal arterial):*
    1. 1 –2 drives per 300' of frontage is allowed (evenly spaced).
    2. With medians - where drives are constructed on opposite sides of the street, the drives need to be centered on the median opening or centerlines need to be within 10' of each other (Central and Laguna drives).
    3. Without medians – drives need to be offset 50' minimum or centerlines need to be within 15' of each other (Central and Laguna drives).
    4. Curb return radii at site drives to be 25' to 30'
    5. Site drives to be 36' to 40' in width.
    6. Site drives to be located at least 20' from the property line or shared with the adjacent property.
    7. Provide turning templates demonstrating adequate circulation by trucks and/or approval from Fire and Solid Waste for internal turning radii.
    8. Site plan shall comply and be designed per DPM Standards.

***FINDINGS – 06EPC 00143, March 16, 2006***

1. This is a request for approval of a site plan for subdivision, with associated design guidelines, for approximately 4.5 acres located along Central Avenue between Laguna and San Pasqual SW. The purpose of the request is to develop 17 courtyard houses, 32 loft-style townhouses and approximately 11,000 sq. ft. of new commercial buildings, including 3771 square feet of studio/office space. Also proposed is the rehabilitation of a portion of the historic Horn Oil Company building and demolition of the lodging portion of the building.
2. The subject properties are all zoned SU-2/CLD (Commercial and Low Density Apartment) per the *Huning Castle and Raynolds Addition Neighborhood Sector Development Plan* (HCRSDP). The SU-2/CLD zone allows houses, townhouses, apartments, office and commercial uses as listed on page 17 of the HCRSDP. The proposed uses are in compliance with the current zoning. In addition, the site plan generally complies with the development standards of the SU-2/CLD zone.
3. The request is consistent with the Established Urban goals of the *Comprehensive Plan* by providing urban infill development that perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.
4. The request supports the City's land use goals to rehabilitate and revitalize the area and to support economic vitality of the region. The request will provide a mixture of uses where residents and business owners alike can have a sense of ownership and pride. The request will not destabilize the existing residential character of the area and will enhance the positive aspects of the area through its distinctive architecture, landscaping, and human scale. High quality and compatible design will be encouraged through the associated design guidelines, which will also help to maintain the character of the area. (*Established Urban Policies 5d, 5e, 5i, 5l, 5m and 5o; Central Avenue Streetscape Plan; and Huning Castle & Raynolds S.D.P.*)
5. The request furthers the City's Transportation and Transit goals by providing higher density housing and contiguous storefronts in close proximity to Central Avenue, a Major Transit Corridor that offers multi-modal transportation options. The site plan facilitates use by pedestrians, bicyclists, shoppers, and commuters by providing wide sidewalks, street trees, on-street parking and limited off-street parking. (*Comp. Plan Transportation & Transit Goal D.4; Policies 5h and 5j; Central Avenue Streetscape Plan; and Huning Castle & Raynolds S.D.P.*)

6. The request furthers the City's Economic goals to achieve diversified economic development balanced with other important social, cultural, and environmental goals. Development of the shops, studios and live-work units will encourage development of local business enterprises that will serve the surrounding neighborhoods and will help stabilize and upgrade existing businesses. (*Comp. Plan Economic Development, Policies a, b and f; Central Avenue Streetscape Plan; and Huning Castle & Reynolds S.D.P.*)
7. The Horn Oil Company buildings, proposed as the Motor Court, are listed in the State Register of Cultural Properties and the National Register of Historic Places and are considered significant for architectural and transportation reasons. The complex is not a protected City Landmark nor is it within a historic zone. The buildings are unique because they combine two historic property types, a service station and a tourist court, and two historic architectural designs on one property. The site plan proposes to maintain and rehabilitate the service station and to demolish the tourist court. The tourist court currently operates as weekly to monthly rental units. Demolition of the entire tourist court will jeopardize the building's registration status and does not comply with the Secretary of the Interior's Standards for Rehabilitation of significant buildings.
8. The proposal to demolish the entire tourist court of the Horn Oil Co. building is in conflict with several City goals and policies to protect, reuse, or enhance significant historic buildings (*Comp. Plan, Historic Resources Goal, C.5*); to design and develop Central Avenue in a way that reinforces the roadway's unique identity (*Comp. Plan, Community Identity and Urban Design, Policy 9e*); to conserve and preserve vintage and historic buildings and other features that convey the history of Route 66 (*Central Ave. Streetscape Plan, Urban Design from 8<sup>th</sup> Street*); and to preserve structures of historic significance (*Huning Castle and Reynolds Addition Sector Development Plan*).
9. Police records for the past year, 2/21/05 to 2/21/06, indicate that the Horn Oil Company property has attracted over 225 disturbance calls for such things as murder, stabbings, aggravated assaults, drug dealing and sex offenses. The current property owner, the Huning Castle Neighborhood Association, and adjacent businesses are in support of the demolition of the tourist court.
10. In order to preserve the Horn Oil Company building's historic integrity, architectural character, and state and federal registration, the site plan should be amended to preserve a portion of the front motel units that form a court. This will require the elimination of the new commercial building in the Motor Court and one residential lot in the Villas.



11. In order to comply with the Secretary of the Interior's Standards for Rehabilitation of significant buildings, all building plans related to the Horn Oil Company site should be reviewed and approved by the Planning Director prior to building permit, per Provision 9.b, page 18 of the *HCRSDP*.
12. The proposed development will affect Lew Wallace Elementary, Washington Middle School, and Albuquerque High School. The type of development proposed is likely to attract few families with children. All three schools have the capacity to absorb any student growth generated from the proposed development.
13. The site development plan has serious deficiencies and contradictory information. A deferral is warranted to allow the applicant time to address deficiencies and provide accurate information.
14. The site plan involves three variance requests that may affect the layout of the site plan. The Zoning Hearing Examiner will hear these variance requests on March 21, 2006, one week after the EPC hearing for this request. It is preferable that variance requests be heard and acted upon prior to final action on the site development plan. A deferral of this request is warranted to determine the outcome of the variance requests.
15. The applicant notified and met with the Downtown and Huning Castle Neighborhood Associations regarding this request. A facilitated meeting was recommended by the City and requested by the Downtown Neighborhood Association (DNA), however the applicant declined such a meeting. The DNA requests additional time to fully understand and consider the request. A deferral of this request is warranted in order to conduct a facilitated meeting, as the DNA previously requested.
16. The Huning Castle Neighborhood is in support of the request, with certain conditions as listed in their letter dated March 2, 2006. Letters of support have been received from the head of Manzano Day School, located across Central Avenue and from adjacent residents.

***RECOMMENDATION - 06EPC 00143, March 16, 2006***

**DEFERRAL of 06EPC 00143, a Site Development Plan for Subdivision, for Tract A1A, Laguna Subdivision; Portion of Tract B, Block 3 and Parcels 1, 2, and 3, Huning Castle Addition; Tract A & B, Lands of H.B. Horn and Calvin Horn, zoned SU-2/CLD, for 30 days, based on the preceding Findings.**

*Carmen Marrone  
Senior Planner*

cc: Christopher Calott, 723 B Silver Ave. SW, Albuquerque, NM 87102  
Richard Deutsch, Downtown NA, 410 Luna Blvd. NW, Albuquerque, NM 87102  
Laura Ferrary, Downtown NA, 1211 Roma Ave. NW, Albuquerque, NM 87102  
Lynn Hightower, Huning Castle NA, 1711 Los Alamos SW, Albuquerque, NM 87104  
Diane Souder, Huning Castle NA, 1709 Kit Carson SW, Albuquerque, NM 87104

*Attachments*

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## ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

### ***PLANNING DEPARTMENT***

#### **Zoning Code Services**

Reviewed, no comments

#### **Office of Neighborhood Coordination**

Downtown NA (R)

Huning Castle NA (R)

2/6/06 - Recommended for Facilitation – siw

2/7/06 – Assigned to Elizabeth Neustadter

### ***PUBLIC WORKS DEPARTMENT***

#### **Transportation Development (City Engineer/Planning Department):**

- The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for subdivision. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- Internal streets will need to meet DPM standards for P2 designated lots (i.e. streets widths, r.o.w., sidewalks, etc.).

*Unless otherwise approved by the Traffic Engineer, the following applies (Central is a principal arterial):*

- 1 –2 drives per 300' of frontage is allowed (evenly spaced).
- With medians - where drives are constructed on opposite sides of the street, the drives need to be centered on the median opening or centerlines need to be within 10' of each other (Central and Laguna drives).
- Without medians – drives need to be offset 50' minimum or centerlines need to be within 15' of each other (Central and Laguna drives).
- Curb return radii at site drives to be 25' to 30'
- Site drives to be 36' to 40' in width.
- Site drives to be located at least 20' from the property line or shared with the adjacent property.
- Provide turning templates demonstrating adequate circulation by trucks and/or approval from Fire and Solid Waste for internal turning radii.
- Site plan shall comply and be designed per DPM Standards.

#### **Hydrology Development (City Engineer/Planning Department):**

- An approved grading and drainage report is required for site plan sign-off by the City Engineer.

- Condition: Platting must be a concurrent DRB action.

**Transportation Planning (Department of Municipal Development):**

- Reviewed, and no comments regarding on-street bikeways, off-street trails or roadway system facilities.

**Utility Development (Water Authority):**

- The Utility Plan for the northern portion of the development is conceptually acceptable but will need some modifications, including dedication of additional easement area, prior to DRB approval.
- The Utility Plan initially submitted for the southern portion of the development was and is entirely unacceptable. A revised Utility Plan was presented to Utility Development on February 17, 2006. Service parameters for this portion of the development were recently addressed in an availability statement. The revisions generally conform to the conditions set forth therein. Dedication of additional easements will be necessary prior to DRB sign off.

**Water Resources, Water Utilities and Wastewater Utilities (Water Authority):**

- No comments received.

**New Mexico Department of Transportation (NMDOT):**

- Reviewed, no comments.

**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT,  
WATER AUTHORITY and NMDOT:**

- a. The Developer is responsible for permanent improvements to the transportation facilities adjacent to the proposed site development plan for subdivision. Those improvements will include any additional right-of-way requirements, paving, curb and gutter, sidewalk and ADA accessible ramps that have not already been provided for. All public infrastructure constructed within public right-of-way or public easements shall be to City Standards. Those Standards will include but are not limited to sidewalks (std. dwg. 2430), driveways (std. dwg. 2425), private entrances (std. dwg. 2426) and wheel chair ramps (std. dwg. 2441).
- b. Internal streets will need to meet DPM standards for P2 designated lots (i.e. street widths, r.o.w., sidewalks, etc.).
- c. Platting must be a concurrent DRB action.
- d. *Unless otherwise approved by the Traffic Engineer, the following applies (Central is a principal arterial):*
  1. 1 –2 drives per 300' of frontage is allowed (evenly spaced).
  2. With medians - where drives are constructed on opposite sides of the street, the drives need to be centered on the median opening or centerlines need to be within 10' of each other (Central and Laguna drives).
  3. Without medians – drives need to be offset 50' minimum or centerlines need to be within 15' of each other (Central and Laguna drives).

4. Curb return radii at site drives to be 25' to 30'
5. Site drives to be 36' to 40' in width.
6. Site drives to be located at least 20' from the property line or shared with the adjacent property.
7. Provide turning templates demonstrating adequate circulation by trucks and/or approval from Fire and Solid Waste for internal turning radii.
8. Site plan shall comply and be designed per DPM Standards.

### ***PARKS AND RECREATION***

#### ***Planning and Design***

Future residential development will be subject to Impact Fees for Parks, Recreation, Trails and Open Space due at Building Permit.

There are three parks within ½ mile of the proposed development. Tiquex Park is an 8.424 acre park currently under renovation.

Mary Fox Park is a .821 acre park with a play area and shade structure.

Forest Park is .829 acres with no amenities.

### ***POLICE DEPARTMENT/Planning***

Gerald Cline Substation

No CPTED or crime prevention comments at this time

### ***SOLID WASTE MANAGEMENT DEPARTMENT***

#### ***Refuse Division***

Provide three enclosures or roll-off compactor. Call for details, (761-8142).

### ***FIRE DEPARTMENT/Planning***

#### **Conditions of Approval:**

1. Provide hydrants for adequate flow and distance requirements
2. Buildings 30 feet or taller require road width to be minimum 26 feet wide unobstructed access for ladder apparatus
3. Commercial buildings 30 feet or taller require 26 feet wide unobstructed access to three sides of each structure.

4. Buildings 30 feet or taller must conform to NFPA 13 Fire sprinklers with standpipe connections.
5. Roadways used for Fire Department Access 32 feet wide or less must be striped fire lane along one side.

### ***TRANSIT DEPARTMENT***

***Adjacent and nearby routes:*** The #766 Rapid Ride and #66 Central routes pass the site on Central. The #36 12<sup>th</sup> Street / Rio Grande route passes within walking distance (¼ mile) of the townhouse portion of the proposal.

***Adjacent bus stops:*** No stops are immediately adjacent to the properties involved. However, the #66 has stops just to the west of the townhouse proposal, in front of the Garcia's parking lot, and very close (approx 20 feet) to the east of the eastern edge of Lot 18 (the Shops).

#### ***Site plan requirements:***

##### ***General***

The Comprehensive Plan designates Central Avenue as a Major Transit Corridor. This portion of Central is part of the current effort to build the first phase of a modern streetcar system from Rio Grande to Carlisle.

##### ***Shelter Request***

Transit requests that the applicant install a shelter and associated bench and trash can for the stop that is just to the east (approx 20 feet) of Lot 18. The shelter would be located on the landscaped area adjacent to the driveway and would require a public access easement sufficient to accommodate the shelter. The applicant would gain an additional 5% parking credit for providing the shelter.

##### ***Parcel 1 (Townhouses)***

Transit suggests that the upper portion of the 5' retaining walls be converted to wrought-iron fencing or include at least one "window" type opening per lot to help create a more pleasant pedestrian atmosphere on Central Avenue.

##### ***Commercial - General***

The Development Form policies of the Comprehensive Plan for Major Transit Corridors call for FAR's of 1.0 to 2.0. Transit encourages the applicant to increase density as close to the 0.61 FAR allowed by the zoning as possible.

##### ***Motor Court***

Transit suggests closing one of the parking lot entrances to reduce potential conflicts with pedestrians. The driveway space could be used for additional landscaping or parking. Note that 23 spaces are shown in the plans, but only 20 are numbered.

***Shops/Studios***

Transit encourages the applicant to add a second story to the Shops, potentially residential with shared use of the available parking.

***Large site TDM suggestions:*** Transit encourages future businesses and/or homeowner association(s) to participate in Transit's TDM program (the "Business Partnership Program") to promote transit use and provide access to reduced price bus passes for residents and employees.

## ***COMMENTS FROM OTHER AGENCIES***

***ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY***

Reviewed, no comment.

***ALBUQUERQUE PUBLIC SCHOOLS***

The proposed development, known as Country Club Plaza, is a residential and mixed-use infill project located along Central Ave between Laguna Blvd and San Pasquale Ave. In addition to commercial shops, the development will consist of 17 courtyard houses and 32 townhouses. The proposed development will affect Lew Wallace Elementary, Washington Middle School, and Albuquerque High School.

<b>School</b>	<b>2005-06 40 Day Count</b>	<b>Capacity</b>	<b>Space Available</b>
LEW WALLACE ES	262	250	-12
WASHINGTON MS	564	580	16
ALBUQUERQUE HS	1,794	2,030	236

While enrollment at Lew Wallace is exceeding capacity, over half of the student population is transferring into the school.

This type of development is likely to attract few families with children. All three schools have the capacity to absorb any student growth generated from the proposed development.

***MID-REGION COUNCIL OF GOVERNMENTS***

Central Avenue is identified as a study corridor on the Long Range Bikeway System.

***PUBLIC SERVICE COMPANY OF NEW MEXICO***

No comment based on the information provided to date